

### 3.1 SUMMARY

This working paper details the effort in developing and evaluating future transportation framework scenarios for the Eastern Arizona Framework study area. A number of important elements provided the basis for scenario development, including traffic modeling, existing studies and reports, the ADOT investment strategy, the ADOT critical needs definition and public input.

The modeling effort provides a benchmark to test how well current and future roadway networks are likely to perform based on growth projections. The traffic model helps identify corridors that are over capacity now or in the future. Future years, 2030 and 2050, were tested against the base network, which includes known committed projects on top of the existing roadway. The model network is comprised of the major roadways serving Eastern Arizona. The majority of these roadways are state facilities including 35 state routes or interstate facilities. Additionally the model network includes local regionally significant roadways. The modeling effort indicates that the roadway network serving Eastern Arizona is functioning well under existing conditions. However, by 2030 and 2050 the Eastern Arizona model is showing severe and extreme congestion throughout the region.

Existing studies and plans provide guidance for identifying projects in the development of the scenarios. The scenarios were developed in accordance with results or recommendations from local plans, corridor studies and regional efforts. These studies, developed through local input and effort, serve to connect the scenarios to local needs and desires. Additionally the scenarios utilized input from the ADOT critical need and investment strategy effort. These documents were built from the local level up and provide the initial framework for scenario development.

Scenario A, B and C represent potential transportation futures for Arizona. For the Eastern Arizona study area. Scenario A (Personal Vehicle Mobility) outlined an extensive investment in improving and upgrading the roadway network as well as adding new roads. Scenario A assumed an ongoing investment in transit but did not include any additional projects or transit improvements. Scenario B (Transit Mobility) shifts the investment from roadways to extensive new and improved transit systems. This includes local transit as well as intercity bus systems. Scenario B includes some new investment in roadways but focused only on the most critical corridors. Scenario C (Focus Growth) includes both extensive investment in roadway improvement balanced with new investment in transit. The transit investment is focused locally in Scenario C. Additionally, Scenario C calls for substantial investment in bicycle and pedestrian facilities to further improve the local trip experience.

The evaluation of these scenarios provided important insight to how the different approaches are likely to have varying impacts. In the end the evaluation results did not conclusively identify a scenario that best achieved all the elements within the evaluation criteria.